

					DART+ WEST - MCA Stage 2		
					Ashtown Level Crossing Assessn	nent	
	Parameter Criteria Sub-Criteri Qua		Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	
					Roadbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as far as Ashtown, Pedestrian and cycle overbridge at Ashtown. This option is located approximately Into Into west of the existing level crossing and Ashtown at the graded them is scope to construct a new read in the vert for and aniawy to link of Nevr Road. This could either descend to link for erit for anial aniawy to link Nevr Road and Ashtown and the count of the associated bound in Nevr Road and aniawy to link Nevr Road and Ashtown. The construct a new read and invove the canal aniawy to link of Nevr Road and Ashtown. The construct a new read and invove the canal aniawy to link could either descend to link for Nevr Road and which would need upgrade as far as Ashtown. In both cases this spotro would involve some weak artification and land acquisition. The option can accommodate a tons suction of a 6.5m charatrageway with 2m to be in the form of a mini contrabout. Nevr read would require upgrade to Ashtown with a new toppat constructed along the northern boundary of the road and requiring the removal of the associated boundary treatment - while, treas, house. The road would be at a similar level as the existing junction Phoenix Park crossing the rail at a level disproximately 55 Am Ob Main Head before descending to text the level of the experimentally 54.1 m Ob Main Head before descending to text the level of the existing station hosting key sto 300m. The ramps on enter state crossing and the existing station hosting key sto 200m. The tamps on enter while display and the ease dedestrian access and rails for pushing cycle on if required.	Road and cycleway bridge under Railway and Canal West of the Mill and linking to Mill Lane at each end: This option would entail re-routing Athrown Road along to old alignment (pre railway) along a section of Mill Lane, diverting through commercial lands to the west of the protected mill and passing under both the railway and the Royal Canal to lie into Mill Lane north of the railway. The option is proposed to accommodate a cross section of a 5km carriageway mill. Sim tubber provided to the south of Ashtown Station and a set down area north of the canal. The length of the option is approximately 150m on the northem side and 300m south of the rail line. The length of the option is approximately 150m on the northem side and 300m south of the rail lane. It is proposed to construct a predesting nord line of the size of the rain station. The bridge will cater for disabled and modified and mobility impaired users. The option would not a set down maintenance and enregency vehicular access to the station. The length the optiest in a cycle bridge of the existing rain rains and the solution of the station. It is proposed that pedestrian, cyclistis and disabled users would be accommodated by the construction of a new pedestrian, cyclistis and disabled users would be accommodated by the construction of a new pedestrian. This will require reconstruction of the tain station. This will require reconstruction of the data station will acquire some property acquisition and modifications to existing accesses.	This option includes the provision of a new padestrian and cycle overbridge at the location of the train station and local read improvements. The bridge would provide for disable and nover the station platform single to the seat before humipe peripedical to the train station under the footprint of the properties of the train station under the footprint of the properties of the train station under the footprint of the properties of trains of the train station under the footprint of the properties of trains of the train station under the footprint of the properties of trains of the properties of trains of the train station under the footprint of the properties of trains of the properties of trains of the properties of trains of the train station under the footprint of the properties of trains of the properties of the properties of trains of the properties of the proper
					Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
		1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs, acquisition costs and temporary works	Some realignment and improvement works required on River Road. A two or three span bridge configuration is anticipated here requiring construction activity between the canal and the railway. Requires that acquisition in former demense lands north of the railway. The costs for this option includes the fixed podestrian and cycle bridge over the canal and railway with associated ramps, station alterations, turning facilities and set down facilities, and associated land acquisition costs.	Construction cost impacts are high due to direct impacts on canal and existing railway and more difficult construction. The costs for this option includes the fixed pedestrian and cycle bridge over the canal and railway with associated ramps, station alterations, turning facilities and set down facilities, and associated land acquisition costs.	The costs for this option includes the fixed pedestrian and cycle bridge over the canal and railway with associated ramps, station alterations, turning facilities and set down facilities, and associated land acquisition costs. There is no road bridge associated with this option. Upgrades are proposed along the local road network including new footpaths, signalling at the River Road junction with Ratoath Road, shuttle working at locations and improvements on bends.
					Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
1	Economy	1.2	Long Term Maintenance costs	Ferm nance ts Ongoing annual maintenance costs associated with varied options	Maintenance costs include a Composite Steel Railway and Canal Overbridge, extensive retaining walls and 0.6km of new roadway . It also includes a steel pedestrian/cyclist overbridge at the station .	Maintenance costs include a Composite Concrete bridge under Railway and Canal, a single span access bridge over the proposed road and retaining walls along sections of the roadway. It also includes a steel pedestrian/cyclist overbridge at the station .	A pedestrian/cyclist overbridge would require minimal maintenance in short term with regular inspections and remedial works in the long term. The long term maintenance low compared to other options.
					Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
		1.3	Traffic Functionality /economic benefit	Benefits to vehicular traffic through reduction in journey time lengths and delays through removal of level crossings. Consideration of potentially longer routes for traffic.	Reduces Traffic in Ashtown village. This option requires vehicles to divert from Ashtown to cross the railway. Reduction in Traffic on R147 and at Ashtown Roundabout. Potential for induced trips along Rever Read. Cycle. pedestrian, mobility impaired and disabled access proposed at station. Traffic flow of approx 450 in AM peak and 370 in PM peak diverted for approx. Additional Traffic Thor Do Something va Do Minimum, of approx 258 in AM peak and 174 in PM peak. 1.5km minimum diversion. Through taffic diversions small, relates to approx 45% of traffic. Estimated Additional Vehicle km per day = 810	Reduces Traffic in Ashtown village. General reduction in journey times due to removal of level coosing and minimal diversion provide its largely on the desire line of transport customers. Potential for included tips along River Road. Potential to increase congestion at Ashtown Roundabout and on the R147. General reduction in journey times for padestrians and cyclists. Baseline traffic flow of approx 450 in AM peaka 430 in PM peak. Additional Traffic flow Do Something vs Do Minimum, of approx 269 in AM peak and 174 in PM peak, 0.1km diversion. Estimated Additional Vehicle km per day = 270	Reduces Traffic in Ashtown village. General increase in journey time due to diversion along local road network and the introduction of controlled single lane shuftle running on sections of River Road. Journey time savings for podestrians and cyclists. Potential for negative impact along diversion routes with up to 2.0mins additional delay at existing junctions. Baseline traffic flow of approx 450 in AM peak and 370 in PM peak. Additional Traffic flow Do Somethies to approx 450 in AM peak and 370 in PM peak. Additional Traffic flow Do Somethies to approx 450 in Amp peak and 37.0 m. Through traffic diversions small, relates to approx 450 in Amprovements will ameliorate impact.Estimated Additional Vehicle km per day = 2754



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	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)		
					Road link between Navan Parkway Station and the Road network immediately north of Ashtown Village incorporating a bridge over the railway and canal and a pedestrian cycle bridge over the station in Ashtown. This option would entail re-routing through road traffic away from Ashtown Village. The option can accommodate a core section of a 5.6 muring hard and drap-of will be provide to the south of Ashtom Station. The legitide the south of the statement of Ashtom Station and provide the approximately 300m each side of the rail line and canal. The option would rise to an approximately 64.6 will 52.4 m Ob which is a at a level of 45.6 m Ob at the ridge actional are provident of the south and any core in the ridge actional are proposed to marinaria access for an optional use these would have cross section of a for a state of the ridge state of the rail will be the ridge state of the rail sections.	Packet with cyclenery under Railway and Canab West of the Mill and Inhibiting to Mill Lancet sch tend This oppon veside mailer p-subing Ashtorn Road sharps in do all alignment (res unsilvay) along as schorn of Mill Lance, diverting through commercial lands to the vest of the protected mill and pasaring under both the railway and the Royal Canal to be time Mill Lance north of the railway. The oppon is proposed to accommodate a cross section of a 6.5m carriageway with 1.5m ubbing strip to the West and a 3.85m cycleway to the east. An at-grade tuming head and drop-of would be provided to the south of Ashtown Station and a set down area north of the canal. An at-grade turning head and drop-off will be provided to the south of Ashtown Station. The length of the option is approximately 150m on the northern side and 30m south of the rail line. The option would raise to an approximately 150m on the northern side and 30m south of the rail line. The option would raise to an approximately 450m on the northern side and 30m south of the rail line. The option would raise to an approximately 450m on the northern side and 30m south of the rail line. The option would raise to an approximately 450m on the northern side and 30m south of the rail line. The option would raise to an approximately 450m on the northern side and 30m south of the rail line. The option would raise to an approximately 452m on the northern side and 30m south of the rail line. The option would raise to an approximately 452m on the northern side and 30m south of the rail line. The option would raise to an approximately 452m on the northern side and 30m south of the rail line. The option would raise to an approximately 452m on the northern side and 30m south of the rail line. The option would raise to an approximately 452m on the northern side and 30m south of the rail line. The option would raise to an approximately 452m on the northern side and 30m south of the rail line.		
					tis feasible to cross at this location, as it is upstream of the double lock on the canal and the canal is at the same approximate level as the adjacent railway. This option would require some property acquisition and modifications to existing accesses. It would pass through the grounds of the isted Ashton House. The option will provide for a set down, maintenance and emergency vehicular access to the station. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new pedestian (cyclist bridge on the toobnidge of the existing train station. This will require reconstruction of the train station.	A new mini roundabout is proposed at the junction of MI Lane and Ashtown Road south of the railway to accommodate traffic interactions. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new pedestrians, cycle sits and biasbled users would be accommodated by the construction of a new pedestrians, cycle sits and biasbled users and the existing train station. This will require reconstructed one the existing train station. This will require this option crosses through the grounds of Ashton House and will require an additional bridge to be constructed over the access road to the house. It is anticipated the proposed house would be wailed along the extent passing through the estatis. The proposal is to be not the existing roundsbout immediately north of Ashtom village. A pointon of the bound y wall to Ashton house would read to be demolitated to accommodate the link road. This option would require some road require some road ison.		
					Some comparative disadvantage over other options	Some comparative disadvantage over other options		
		1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs, acquisition costs and temporary works	This option requires a crossing of the canal and railway on skew and an extended road alignment through the listed Ashton House property to facilitate a tie in to the north of the canal and railway. The costs for this option includes the fixed pedestrian and cycle bridge over the canal and railway with associated rames, station alterations, turning facilities and set down facilities, and associated land acquisition.	This option requires a crossing of the canal and railway on skew and an extended road alignment through the listed Asthorn House property to facilitate a te in to the north of the canal and railway. The costs for this option includes the fixed pedestrian and cycle bridge over the canal and railway with associated ramps, station alterations, luming facilities and set down facilities, and associated land acquisition.		
					Some comparative disadvantage over other options	Some comparative disadvantage over other options		
1	Economy	1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options	Maintenance costs include a Composite Steel Railway and Canal Overbridge, a single span bridge for access to Ashton House, extensive retaining walls and 1km of new roadway . It also includes a steel pedestrian/cyclist overbridge at the station .	Maintenance costs include a Composite Steel Railway and Canal Overbridge, a single span bridge for access to Ashton House, and extensive retaining walls . It also includes a steel pedestrian/cyclist overbridge at the station .		
					Some comparative advantage over other options	Some comparative advantage over other options		
		1.3	Traffic Functionality /economic benefit	Benefits to vehicular traffic through reduction in journey time lengths and delays through removal of level crossings. Consideration of potentially longer routes for traffic.	Reduces Traffic in Ashtown village. This option requires vehicles to driver from Ashtown for cross the railway. Reduction in Traffic on R147 and a Ashtown Roundabout. Potential for induced trips along River Road. Cycle, pedestrian, mobility impaired and disabled access proposed at station. General reduction in journey times for pedestrians and cyclists. Traffic flow of approx.450 in AM peak and 370 in FM peak diverted for approx.450 in AM peak and 174 in PM peak. 1.5km minimum diversion. Through traffic diversions small, relates to approx.45% of traffic. Estimated Additional Vehicle km per day = 810	Reduces Traffic in Ashtown village. General reduction in journey times due to removal of level crossing and minimal diversion associated with the option. The route is largely on the desire in of transport customers. Potential for induced trips along River Road; Potential to increase congestion at Ashtown Roundabout and on the R147. General reduction in journey times for pedestrians and cyclists. Baseline traffic flow of approx 450 in AM peak and 370 in PM peak. Additional Traffic flow Do Something vs Do Minimum, of approx 269 in AM peak and 174 in PM peak. O, 1km diversion. Estimated Additional Vehicle km per day = 270		

					DART+ WEST - MCA Stage 2		
	·				Ashtown Level Crossing Assessn	nent	
Pa	rameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)
					Roadbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as its as Ashtown, Pedestrian and cycle overbridge at Ashtown. This colorida separated junction on the Naven Road serving Phoenix Park Raiway Sation. At this location here is ascepto construct a new road link over the caral and raiway to link on Nover Road. This could either descend to link for wher Road and raiway to link on Nover Road. This could either descend to link on the caral and raiway to link on Nover Road. This could either descend to link for New Road or be designed to pass over it to cross the achatown. In bot cases this spoke would involve some earlier at the case, a short spur would be provided to link for New Road which would need upgrade as far as Ashtown. In bot cases this spoke would involve some earlier at the case, a short spur would be provided to link. The New Road which would need upgrade as far as acquisition. The cybion can accommodate a cross section of a 6.5m caraigeway with 2m be in the form of a min condebact. New road would require upgrade to Ashtown with a new loogtan constructed and gene northern boundary of the road and requiring the removal of the associated boundary teatment— walls, rese, brush. The road would be at a similar level as the existing lunction Phoenix Prark crossing the rail at a level of approximately 56.4m Ob Main Head before descending to be into the level of the suproximately 50.4m Cond the anothern as elevation of a suproximately 50.4m Cond to the conthern as elevation of a suproximately 50.4m Cond to the conthern bead would be as a subtent of suproximately 50.4m Cond to the conthern the set of a subtent for the cristing cable stude for bothodar and the consting and the existing station footbridge to provide space for a proposed pedestrian cycle overhings. The subtent difference is approximating 42.1m CO Main Head, and the case al 33.5m with the bridge level cover the raikway at 50.00m. The ramps on either side of the bridge will nou ease pedest	Road and cycleway bridge under Railway and Canal West of the Mill and linking to Mill Lane at each end. This option would entail re-rousing Ashtown Road along lis old alignment (pre railway) along a section of Mill Lane, diverting through commercial links to the west of the protected mill and passing under both the railway and the Roya Canal to the intro Mill Lane noth of the railway. and passing under both the railway and the Roya Canal to the intro Mill Lane noth of the railway. The section would be the section of the section and section the route and along the value of the protected mill provided to the south of Ashtown Station and a set down area north of the canal. The length of the option is approximately 150m on the northem side and 300m south of the rail link. The length of the option is approximately 150m on the northem side and 300m south of the rail link. It is proposed to construct a prodesting level of 32. The Valim Haat, under well as well of 45.6m at the crossing point. It is proposed to construct a prodesting level of 32. The Valim Haat, under and well area to be also the section of the section of the section of the section. The option will provide for a set down, maintenance and emergency whiclus raccess to the station. It is proposed that pedestrian / cycle bridge on the loothridge of the existing train station. This will require reconstruction of the train station. This will require reconstruction of the train station and the canal is at the same approximate level as the adjuscent rains. The destine larger states and modifications to existing accesses.	This option includes the provision of a new packetshan and cycle overbridge at the location of the train station and local read improvements. The bridge would provide for distatical and mobility impaired users. The arrangement of the torigs would utilize meshed rampe parallel to and over the station platform reinity of the area before turning perpendicular to the train station under the forciprin of the propeed forbridge. The train station under the properties of the propeed forbridge. The real week at the creating is approximately 42. This option requires reconstruction and reconfiguration of the train station under the forciprin of the propeed forbidge. The real week at the creating is approximately 42. This OD Malin Head and the canal water level is approximately 53. This making and the propeed forbidge over the ration plant week at the proceed for paragets will be approximately 13.5m high remote from the canal water level is approximately 43. This option requires a state or provided the propeed of the contents. Separate pedestrian statis are proposed at De provided with this option also to provide of direct pedestima to and graves and the praying browled and hequited. The approxement is the analyse. Structures, and the canal bridge. This approxements the protectimate state is approxement to the protection of a 2. Detection and way approxements to the act. Where this is adjacent to a Anton house is a proposed at the protection direct prodestiminately and the protection the protection of a 2. Detection and approxements to the act. Where this is adjacent to Anton house is a discovered by approxements to the act. Where this is adjacent to Anton house is a discovered by approxement to the location of a state and the Naven Road. These improvements will include the implementation of alignal cortrol on the lunction of Rever Road and the Rateout Road.
	Integration	2.1	Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	Some comparative disadvantage over other options All options provide access to the proposed greenway along the Royal Canal. Improved interchange between modes due to veh access to PnR. Route encourages customers away from Ashtown. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack provided along New roadway, not practicable on River Road.	Some comparative advantage over other options All options provide access to the proposed greenway along the Royal Canal. This option does not enhance access to the Navan Road Park and Ride facility. General reduction in journey times due to removal of level crossing and minimal diversion associated with the option. The route is largely on the desire line of transport customers. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack provided along New roadway.	Significant comparative disadvantage over other options All options provide access to the proposed greenway along the Royal Canal. This option does not enhance access to the Navan Road Park and Ride facility. This option diver straffc cort the local road network increasing congestion. Where this arises on River road it is not practicable to provided dedicated facilities for cyclists. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack not practicable on River Road.
					Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
2 Inte		2.2	Land Use Integration	Impact on land use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local planning documents.	At local level, the majority Option 4 is located within lands zoned by Fingal DP as "High Amenity". The route travels close to the boundary of the existing Coclimien Ruby Club and could support Fingal DP local maps. The sade Specific Optive 136 "Facilitate pedestrian access from Coclimire Ruby Club grounds over the Canal adjacent to the PhoneNir Park Rahway Station' However, the introduction of a new road infrastructure in 'High Amenity' zoned land would go against Objective NH51 (FCDP) "Photock High Amenity zones for linking into LAP13. C. Option 49 section character, distinctiveness and sense of place". However, in terms of future land use clactors. Option 4 address and sense of place ". However, in terms of future land use ractors. Option 4 address and action and cycle access From the station into: B - Navan Road Parkway Local Area Plan) and also linking into LAP13. C. Option 4b section would result in a diret pedestrian and cycle access From the station into residential zoned lands associated with Ashtown – Pelletstown LAP 2014. This option has some comparative disadvantage due to the impact on zoned high amenity lands.	Option 10 consists of two structures, an underbridge west of Mil Lane and a pedestrian overbridge at Astrown Station. At local planning policy level, the extents of the underbridge are primarily located within Fingal CDP area. Lands are zoned for High Technology (to the south of the Canai) and travels north of the canai into the start of a large area of land zoned 'High Amenity'. This option is within the turue Navan Road Parkwy JAC Prog-based digetice: LAP 13.8 junct the data and transport planning integration. Subject to further design and traffic data. Norther wasters of Option 10 are located within High Amenity' lands however, for most part the option follows the existing rada network which would reduce its impact on this land use. Road works proposed as part of Option 10 are also located within a small section of Dublin CDP area zoned for 22 (Amenity, Open Space, Green Network). The pedestrian and rycels overbridge is located entirely within the Dublin CDP area. The bridge is located within lands zoned for 22 (Amenity, Open Space, Green Network), and 211 (canal, coastal and river amenties) associated with the Royal Canal. The overbridge will provide an improved walking and cycling access into the Village Centre.	Option 11 is within Dublin CDP and Fingal CDP areas. This option will sever vehicular access over the canal and railway af Ashtown The road upgrade works are confined largely to the footprint of the existing road, however widening works will be required into lands zoned 26 (Anenity, Open Space, Green Network) under the Dublin CDP and ands zoned High Amenity under Fingal CDP. The improvement works proposed as part of Option 11 support the realisation of Objective MTO31 of the Dublin CDP to To initiate and/or implement the following road improvement schemes and hordings' which lists River Road as one of the roads to be improved. The podestrian and cyclist overbridge is located entirely within the Dublin CDP area. The bridge is located within land Sconed for 23 (Anenity, Open Space, Green Network) and 211 (canal, coastal and river amethies) associated with the Royal Canal. Alhough Option 11 maintains pedestrian and cyclist access at Ashtown Station, which are connectively to existing and future developments will be impacted. The GDATS includes an objective to enhance linkages to planned developments. The Ashtown AP elitotarous LAP and FCC Development Plan also includes an objectives to maintain access routes in the area.
			Goographical	Alternative level crossing options are mostly	Comparable to other options	Comparable to other options	Comparable to other options
		2.3	Integration	neutral in respect of Geographical Integration due to localised nature of the level crossings.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.
					Comparable to other options	Comparable to other options	Comparable to other options
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).



					DART+ WEST - MCA Stage 2		
					Ashtown Level Crossing Assessme	nt	
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)	
					Read link between Navan Parkway Station and the Road network immediately north of Ashtoen Village incorporating a bridge over the railway and canal and a pedestrian cycle bridge over the station in Ashtown. This option would entail e-routing through road traffic away from Ashtown lights. The option can accommodate a care section of a 5. An argnet writing head toopaths on both sides and 2.5m toe-way cycle track on the eastern side. An argnet writing head and drop-of will be provided to the south is a a selved of 4.5m 00.5 the option would rise ban approximately 400m each side of the rail line and canal. The option would rise ban approximately account and the option is a selved 45.5m 00.0 thus is a a silved 45.6m 00.0 the crossing point. On the southern side a separate podestrian and cycles link and link to the riding school are proposed to maintain access for non-motiones use these would have cross section of 4.0m. The leaded to maintain access for non-motiones use these would have cross section 4.0m. The option would require some prosent to be satisfue addition and motifications to existing adjuster taliwy. This option would require some property acqualition and motifications to existing adjuster taliwy. This option would require some property acqualition and motifications to existing adjuster taliwy. This option would require some property acqualition and motifications to existing adjuster taliwy. This option would require some property acqualition and motifications to existing adjuster taliway and the access to the station. It is proposed that pedestrines, cyclists and disabled users would be accommodated by the construction of a new pedertal cyclistis and disabled users would be accommodated by the construction of an expedestrine cyclistis and disabled users would be accommodated by the construction of an expedestrine cyclistis and disabled users would be accommodated by the construction of an expedestrine cyclistis and disabled users would be accommodated by the construction of an expe	Read with cycleway under Rallway and Canal West of the Mill and linking to Mill Lane at each end: This option would ertain te-couling Anthown Road along its dot alignment (per nahway) along its section of the section would ertain te-couling Anthown Road along its dot alignment (per nahway) along its section of alieway and the Royal Canal to tes into Mill Lane end to the ralway. The option is proposed to accommodate a cross section of a 6.5m carriageway with 1.5m nabing strips the West and a 3.5m cycleway to the east. An at-grade turning head and city-of would be provided to the south of Anthown Station and a set down arean entry of the canal. An at-grade turning head and city-off will be provided to the south of Anthown Station. The length of the copion is approximately 50m on the northern side and 30m south of the rail line. The option would rate to an approximate level of 25.2m CD Malin Head over the nailway which is as at level of 45.6m. A half through bridge form of construction would be enclined allows of the railway to accommodate the junction of Mill Lane and Anthown Read south of the rail line. The option would rate to an approximate level of 25.2m CD Malin Head over the nailway which is as at level of 45.6m. A half through bridge form of construction would be enclined in interactions. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new padestrian / cycle bridge in the toorbings of the existing train station. This will require reconstruction of other the access road to the house. It is anticipated the provided rate way would be walled abridge and ender the access to the house. It is incipated the provide road advisional bridge to be constructed over the access to the house. It is incipated the proposed rateWay would be walled abridge and ender the access to the house. It is incipated the provide road to be wiled abridge and read to accommodate the link road. This option crosses through the grounds of Ashton House and will n	
		2.1	Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	Significant comparative advantage over other options All options provide access to the proposed greenway along the Royal Canal. Improved interchange between modes due to whe access to PRR, encouraging customers away from Astrown. Provides direct link into Astrown whereas Option 4+4b does not. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack provided along New roadway linking to Astrown.	Some comparative advantage over other options All options provide access to the proposed greenway along the Royal Canal. This option does not enhance access to the Naran Road Park and Ride facility. General reduction in journey times due to removal level crossing and minimal diversion associated with the option. The route is largely on the desire line of transport customers. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack provided along New roadway, not practicable on River Road.	
					Significant comparative disadvantage over other options	Significant comparative advantage over other options	
2	Integration	2.2	Land Use Integration	Impact on land use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local planning documents.	Option 12 consists of two structures, a vehicular overbridge from Navan Road Parkway station connecting to Ashtown Village Centre and a pedestrian overbridge at Ashtown A local planning policy level, the vehicular overbridge are located within Fingal CDP area. Lands are zoned for High Technology (to the south of the Canal) and travel north of the canal into the start of a large area of land zoned High Amenity. The introduction of a new overbridge in a High Amenity area south of work towards Objective NHS <sup>11</sup> (FCDP) Protect High Amenity areas and not work towards Objective NHS <sup>11</sup> (FCDP) Protect High Amenity areas and not work towards Objective NHS <sup>11</sup> (FCDP) Protect High Amenity areas and not work towards Objective NHS <sup>11</sup> (FCDP) Protect High Amenity areas and sories of place. Option 12 crosses through the middle of objective when compared to Options 2 and 3. Exercise of the option to the south of the Royal Canal are within undeveloped lands zoned for development under future Nama Road Parkway LAP (map-based dejectic LPI 13B), Option 12 may reduce the area of land to be developed as part of the LAP but will lively to support overal land use and transport planning integration. LPI 13B) option, Open Space, Green Networki, Jan The pedestrian and cyclict overbridge is located entirely within the Dublic CDP area. The principe is located within lands zoned for 24 (Amenity), Open Space, Cancen Networki and 211 (canal, coastal and river amenities) associated with the Royal Canal. The overbridge will provide an improved walking and cycling access into the Village Centre.	Option 13 consists of two structures, an all-user overbridge west of Mil Lane and a pedestrian overbridge at Ashtown Station. At local planning policy level, the overbridge is located within Fingal CDP area. Lands are zoned for High Technology (to the south of the Cana) and travel north of the canal into the start of a large area of land zoned High Amenity. The introduction of a new overbridge in a High Amenity area would not work towards 'Objective NH51' (FCDP) 'Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place'. Option 13 crosses through the middle of tands zoned for High Amenity and would have a greater impact on its land use and marsport planning integration. Subject to Tuther design and traffic adua, The pedestrian and cyclist overbridge is located entirely within the Dublin CDP area. The bridge is located within lands zoned for Z9 (Amenity, Open Space, Green Network) and Z11 (canal, coastal and river amenities) associated with R Koyad Canal. The overbridge will provide an improved walking and cycling access into the Village Centre.	
			Geographical	Alternative level crossing options are mostly	Comparable to other options	Comparable to other options	
		2.3	Integration	neutral in respect of Geographical Integration due to localised nature of the level crossings.	No significant effect on geographical integration.	No significant effect on geographical integration.	
					Comparable to other options	Comparable to other options	
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	



				DART+ WEST - MCA Stage 2			
				Ashtown Level Crossing Assessn	nent		
Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	
				Roadbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as far as Akitown, Pedestrian and cycle overbridge at Akitown. This option to located approximately Thin to the west of the existing level crossing at Akitown. This option there is scope to construct a new real mill in our rhe canal and analy to link to New Road. This could either descend to lei into River Road or be designed to pass over it to cross the akitown. In both cases this option outcomection to the Durwisk knat. In the latter case, a short spur would be provided to link to River Road or the designed to pass over it to cross the akitown. In both cases this option outcoil involves one weakitar staffic desards and and acqualism. The option can accommodate a cross auction of a 6.5m carraigeway with 2m be in the form of a mini contrabout. Never road out of a site staffic and the acqualism. The explore can accommodate a cross suction of a 6.5m carraigeway with 2m be in the form of a mini contrabout. Never out would require upgrade to Action with a new looptal constructed along the northern boundary of the road and requiring the removal of the associated boundary treatment – wells, reset, hust. The road would be at a similar level as the existing junction Phoene Park crossing the rail at a level of day runn tread on the northern boundary of a second ring route. Rincludes the demolitorin of the existing calest stayed fortiding at the level crossing and the existing station footbridge to provide space for a proposed potestrain rycle overhigh. The ease of \$% gradies \$4.1 cm D Nkin the and the cale and a staffie of a 3.5m with the siding level of the road share do thousday of the cossing and the existing station footbridge to provide space for a proposed potestrain rycle overhigh. The ease of \$% gradies \$4.2 cm D D Nkin the and, and the cale at 3.5m with the bridge level one the malway at \$3.00m. The runnaps on either aide of the bridge with ease defstin access and rais for putpeng cycle on f nequired	Road and cycleway bridge under Railway and Canal West of the Mill and linking to Mil Lane at each ent'. This option would entail re-routing Akhtown Road along inol di alignment (pre railway) along a section of Mill Lane, diverting through commercial links to the west of the protected mill and passing under both the railway and the Royal Canal to le into Mill Lane north of the railway. The option is proposed to accommodate a cross section of a 5cm carniageway with 1.5m rubbing step provided to the south of Akhtown Station and a set down area north of the canal. The length of the option is approximately 150m on the northem side and 300m south of the rail line. The option is proproximately 150m on the northem side and 300m south of the rail line. The option to construct a predesting nord based Size 2m. OD Main Head, under the rail which is at a level of 45.6m at the crossing point. It is proposed to construct a predesting norder the rain station. The bridge will cater for disabled and mobility imparied users. The option will provide for a set down, maintenance and emergency whicklural access to the station. It is proposed that pedestrians, cyclistis and disabled users would be accommodated by the construction of a new pedestrian, cyclis hidge both the instation. This will require reconstruction of the than station. This will require reconstruction of the than station. This will require reconstruction of the than station. This sequestible to cross at this location, as it is upstream of the double lock on the cavel and the canal is at the same approximate level as the adjacent railway. This option would require some property acquisition and modifications to existing accesses.	This option includes the provision of a new pedestrian and cyclo overbridge at the location of the train staten and local road improvements. The bridge would provide for distability of the state of the state of the bridge would provide for distability of the state of the state of the state bridge training perpedicular to the track to cross the railway. This cyclon requires reconstruction and reconfiguration of the train station under the locoprint of the proposed footbridge. The state state training the state of the state bridge state of approximately 30.0m. The walking states on the proposed bridge over the raikway rises to a level of approximately 30.0m. The proposed parapeter will be approximately 1.35m high remote from the states of the states of the proposed bridge over the raikway rises to a level of approximately 30.0m. The proposed parapeter will be approximately 1.35m high remote from the states of the states of the proposed bridge over the raikway rises to a level of approximately 30.0m. The substance of the proposed bridge over the raikway rises to a level approximately 30.0m. The states of the proposed bridge over the raikway rises to a level of approximately 30.0m. The states are proposed to the order the states approximately 30.0m. The states of the proposed bridge over the raikway rises to a level constraints on a bridge crossing here include the train station, the Royal Canal, the listed nailway structures, and the canal bridge. This option provides for motoriset staffs to be diverted along the board read network. Upgrades will be necessary to Rew Rod with the construction of 2.0m pedestrian way along the norther boundary of the road out the protocted status of the property. It would be necessary to provide public lighting along the pedestrian way. It is also proposed to carry out small scale improvements will include the implementation of signal control on the junction of River Road and the Ratoath Road.	
				Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	
	3.1	Noise and Vibration	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between the options.	Operational traffic impact only affects 2 dwellings. Pedestrian crossing will have impacts during construction. 148 dwellings within 100m of both vehicular route and pedestrian crossing. 2 properties within 100m of the vehicular route.	Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also decreasing road traffic noise levels to the apartments currently facing the front of the apartment block. Construction phase of this option will be more significant due to the excavation required. 206 properties within 100m.	The pedestrian bridge and station upgrades will have some impacts during construction. 673 dwellings within 100m of both vehicular route and pedestrian crossing, however, this option is expected to reduce noise impacts within Ashtown and is expected to result in small scale change in noise levels elsewhere due to traffic redistribution during the operational phase.	
			Entimated number of recenters within 50m	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	
Environment	3.2	Air Quality and Climate	Air Quality and Climate Estimated number of receptors within 50m reviewed as part of appraisal. Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualitative criteria are also used where necessary to differentiate between the options.	Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. 32 dwellings within 50m of pedestrian crossing. Only 1 property within 50m of the vehicular route of operational traffic. Long structure crossing the railway and canal will increase embodied carbon for this option but it will be less than options 10, 12 and 13. Potential for construction phase dust impacts is not significant when mitigation measures are put in place.	Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. Moves traffic to rear of apt block from current road layout. 117 dwellings within 50m where traffic has been moved from front to back. The embodied carbon associated with the bridges and retaining walls is more significant for this option than for other options. Potential for construction phase dust impact is not significant when mitigation measures are put in place.	Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. 158 dwellings within 50m of both vehicular route and pedestrian crossing. This option performs best in respect of embodied carbon as it requires fewer structures and much of the roadworks is online. This option is expected to reduce air emission impacts within Ashtown.	
				Some comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	
	3.3	Landscape and Visual (including light)	Key landscape characteristics affected; Impact on landscape character; impacts on landscape features, protected landscapes. Key visual characteristics affected; Impacts on properties, amenities, protected views, key views.	The pedestrian cycle bridge is common to all options and overswings the canal in a visually incongruous manner. Pedestrian/cycle bridge will have a significant impact on trees/hedgerows along the royal canal. Alignment will have a very significant impact on the landscape character and structure, trees and woodlands of lands between Ashtown Lodge (and its associated lodge) and Codmine Rugby Club. Alignment will impact existing landscape character of River Road and ands north to the Toka River. The majority of the lands are laid out in mature parkiand with trees, walks, and boundary woodland - all of which will be impacted by the alignment. The lands and the corridor of the Royal Canal are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan apply to the lands.	The pedestrian cycle bridge is common to all options and overswings the canal in a visually incongruous manner. Pedestrian/cycle bridge will have a significant impact on trees/hedgerows along the royal canal. Option will have a very significant impact on boundary trees/hedgerows along the royal canal lodge at Ashton (Ashtown) House, a protected structure (No. 680). Lands of Ashton House and the cortific of the Royal Canal west of Longford Bridge are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Pian. Option undergasses canal, which reduces fandscape and visual impact on canal corritor. Moderate visual Moderate impact due to removal of roadside tree-lined hedgerows leading to railway.	The pedestrian cycle bridge is common to all options and overswings the canal in a visually incongruous manner. Pedestrian/cycle bridge will have a significant impact on trees/hedgerows along the royal canal. Royal canal corridor is identified as a conservation area in the Dublin City Development Plan. Lands south of the canal are zoned open space (29) for the protection, provision and improvement of recreational amenity, open space and green networks. Significant landscape and visual impact associated with construction works on River Road.	

				DART+ WEST - MCA Stage 2	
				Ashtown Level Crossing Assessme	nt
Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)
				Road link between Navan Parkway Station and the Road network immediately north of Ashtown Village incorporating a bridge over the railway and canal and a pedestrian cycle bridge over the station in Ashtown. This option wold emails re-outing through road raffa away from Ashtown Village. The option can accommodate a cross section of a 5.m carriageway with 2m tootpains on both size and 25m two-way cycle track on the eastern side. An arginget nump head and drop-off will be provided to the south of Ashtown Station.	Road with cycleway under Rallway and Canal West of the Mill and linking to Mill Lane at each end: This option would entail re-routing Ashtown Road along its did alignment (per railway) along a section of ILlane, diverting through commercial lands to the west of the protected mill and passing under both the railway and the Royal Canal to te into Mill Lane north of the railway. The option is proposed to accommodate a cross section of a 65 macringways with 15 m xholing strips the West and a 3.55m cycleway to the ess.f. An at-grade turning head and drop-off would be provided to the south of Ashtown Station and a set down area north of the canal. An at-grade turning head and drop-off will be provided to the south of Ashtown Station.
				The length of the option is approximately 300m each side of the rail line and canal. The option would rise to an approximate dock level of 52.m Ob which is at at level of 45.5m OD at the crossing point. On the southern side a separate pedestrian and cyclist link and link to the riding school are proposed to maintain access for non-motionad use these would have cross section of 4.0m.	The length of the option is approximately 150m on the northern side and 300m south of the rail line. The option would rise to an approximate level of 525m OD Malin Head over the railway which is a at a level of 45.6m. A half through bridge form of construction would be required similar to the adjacent Ratoath Road Bridge.
				It is feasible to cross at this location, as it is upstream of the double lock on the canal and the canal is at the same approximate level as the adjacent railway. This option would require some property acquisition and modifications to existing accesses. It would pass through the grounds of the listed Ashton House.	A new mini roundabout is proposed at the junction of MII Lane and Ashtown Road south of the railway to accommodate traffic interactions. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new expected of the railway of the control of the control trains ratio. This will require
				The option will provide for a set down, maintenance and emergency vehicular access to the station.	of a new pedestinan' cycle bridge on the roburdge of the existing train station. This will require reconstruction of the train station.
				In is proposed that preventions, cyclinals and usabled user would be accommodated by the construction of a new pedestrain. Cyclic bridge on the footbridge of the existing train station. This will require reconstruction of the train station.	This open visuase at nogin the groutes rankin trace are financial trace and the second second and trace of the constructed over the access road to the house. It's natiopated the proposed roadway would be walled along the extern passing through the estate. The proposal is to le into the existing roundabout immediately north of Ashtrow nilage. A portion of the boundary wall to Ashtron house would need to be demolished to accommodate the link road.
					This option would require some property acquisition.
				Some comparative advantage over other options	Some comparative disadvantage over other options
	3.1	Noise and Vibration	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between the options.	Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also decreasing road traffic noise levels to the apartments currently facing the front of the apartment block. Construction phase of this option will be less significant than Option 10 due to tess excavation required. 168 dwellings within 100m.	Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also decreasing road traffic noise levels to the apartments currently facing the front of the apartment block. Construction phase of this option will be more significant due to the excavation required. 206 properties within 100m.
		Air Quality and Climate	Fatimated available of an anticas within 50m	Some comparative disadvantage over other options	Some comparative disadvantage over other options
Environment	3.2		Estimated number of receptors within 50m reviewed as part of appraisal. Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualitative criteria are also used where necessary to	Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. 94 dwellings within 50m of both vehicular route and pedestrian crossing. The embodied carbon associated with the bridges and retaining walks is more significant for this option than for other options. Potential for construction phase dust impact is not	Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. Moves traffic to rear of apt block from current road layout. 114 dwellings within 50m where traffic has been moved from front to back. The embodied carbon associated with the bridges and retaining walls is more significant for this option than for other options.
				significant when mitigation measures are put in place.	in place.
				Significant comparative disadvantage over other options	Significant comparative disadvantage over other options
	3.3	Landscape and Visual (including light)	Key landscape characteristics affected; Impact on landscape character; Impacts on landscape features, protected landscapes. Key visual characteristics affected; Impacts on properties, amenities, protected views, key views.	The pedestrian cycle bridge is common to all options and overswings the canal in a visually incongruous manner, Pedestrian/cycle bridge will have a significant impact on trees/hedgerows along the royal canal. Option will have a very significant impact on boundary trees/voodlands, entrance gates and lodge at Ashton (Ashtown) House, a protected structure (No. 699). Lands of Ashton House and the corridor of the Royal Canal west of Longford Bridga are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan.	The pedestrian cycle bridge is common to all options and overswings the canal in a visually incongroups manner. Pedestrian/cycle bridge will have a significant impact on trees/hedgerows along the royal canal. Option will have a very significant impact on boundary trees/woodlands, entrance gates and lodge at Ashton (Ashtown) House, a protected structure (No. 690). Lands of Ashton House and the conford of the Royal Canal wers of Langdor Bridge are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan. Moderate impact on setting of Mil buildings on south side of canal and on roadside tree-lined hedgerows leading to railway.



					DART+ WEST - MCA Stage 2			
	•				Ashtown Level Crossing Assessm	nent		
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	
				Radbridge at Navan Perkway with link to River Road, Selected upgrade works to River Road as far as Ashtown, Pedestrian and cycle overbridge at Ashtown. This option is located approximately from to the west of the easing level crossing af Ashtown at the grade there is scope to construct a new call info core the carall and railway to link to River Road. This could either descend to is into River Road or be designed to pass over it to cross the ashtown. In bot cases this agoint owned in over the carall and railway to link to River Road. This could either descend to is into River Road or be designed to pass over it to cross the ashtown. In bot cases this agoint over discussion and lanks to the River Road. Ashtown in bot cases this agoint over discussion and lange to link to River Road which would need upgrade as far as abort sport would be provided to link to River Road which would need upgrade as far as abort sport output and another model and the second and regulation. The option can accommodate a cross section of a 5 fm caraigeway with River bot is in the form of amin carabicous River raid output engine segnate to Ashtown house and the associated boundary treatment - walls, trees, brush. The road would be at a similar level as the existing junction Proenix Park crossing the raid at a level of approximately 56 over 300m if permitted to follow as manafering route. Includes the demolitor of the existing cables steps forologing at the level crossing and the existing station footniding to provide space for aproposed pedestrian cycle overbridge. The existing level ever the raikway 42.1 no DM kind the dad, and the case 33.5 nw the texeed 5% gradient. Begarete gedeating statisms chored by ending at this sociation approximately 45.2 nor DM kind in statisms could be provide with this optioge will no exceed 5% statisms. Begarete gedeating statisms could be provide with this optioge will no exceed 5% statisms. Begarete gedeating statisms could be provide with this optioge will now and the count of the e	Road and cycleway bridge under Railway and Canal West of the Mill and linking to Mil Lane et each end: This option would entail re-rousing Asthown Road along its of alignment (pre railway) along a section of Mill Lane, diverting finough commercial lands to the west of the protected mill and passing under both the railway and the Royal Canal to be into Mill Lane noth of the railway. The option is proposed to accommodate a cross section of a 5km carrilgway with .5km rubing stip to bright of the option is approximately 150m on the northem side and 300m south of the rail line. The length of the option is approximately 150m on the northem side and 300m south of the rail line. The length of the option is approximately 150m on the northem side and 300m south of the rail line. In the option would drop to an approximate level of 35.2m OD Main Head, under the rail which is at a level of 45.6m at the crossing point. It is proposed to construct a predesting nock bridge at the tran station. The bridge will caste for construction of a new performance, no classified users would be accommodated by the will require reconstruction of the tran station. The similar trainstation. This will require reconstruction of the tran station. The similar train station. The will require reconstruction of the tran station accommodated by the will require reconstruction of the tran station. This will require reconstruction of the tran station. This will require reconstruction of the signeter trainstry. The option would require some property acquisition and modifications to existing accesses.	This option includes the provision of a new padestrian and cycle overbridge at the location of the train statut near the local read inprovements. The bridge would proved for disabled and how the statut near the local read inprovements. The bridge would proved for disabled and how the statut near the local read in the properties of the train statut under the footprint of the properties of bridge would be read and the train statut under the footprint of the properties of bridge would be approximately 42. This option requires reconstruction and reconfiguration of the train statut under the footprint of the properties of bridge would be approximately 43. Sin high remote from the statut on the statut on the statut of the statut on the properties of the statut on the resolution and the statut on the properties of the statut on the train the rail week at the crossing is approximately 42. This OD Malin Head and the canal water level is approximately 50.0m. The properties are bridge one the rain properties of the statut on the properties and under the one of the groupsed to the near test of the resolution of statut and the statut of the statut one the statut on the properties and under the one and the groupsed to the near test of the properties and the statut and bridge and the statut and the statut cances and rain the bridge and the statut and the days of the statut of the statut and the statut and the days. Upgrade at the near test and the statut and the statut and the days of the norther bridge. This option provides for motorised traffic to be diverted along the local road network. Upgrades will be attended as in proposed to the property. It would be necessary to New Foad with the poststim way wing the norther bridge the statut of the property. It would be necessary to provide public lighting days the probestime way. It is also proposed to a can day the norther bridge the implementation of signal control on the junction of River Road and the Read and the Read th Road.		
					Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
		3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	This option is hydrologically connected to European sites downstream in the Tolka Estuary and Dubin Bay. There is no risk of Likely Significant Effects to this or any other European Bate. There is potential for impacts to Koyal Canal pNHA arting from noise, antificial lighting and impacts to water quality during construction. During construction of the pedestrainor/colo eveloridge, water quality the canal could be impacted during the dewatering required for the realignment of the canal in addition to the demoliton of the existing brack. Works within the canal could maped Lifs and native white-clawed crayfish which will have to be taken from the water in advance of the works. Demoliton works could also disturb and dispace fauna. Loss of woodland, grassiand, treeline and hedgerow habitat is anticipated.	This option is hydrologically connected to European Sites downstream in the Tolka Estuary and Dublin Bay. There is no risk of Likely Significant Effects to these sites or any other European site. There is potential for impacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality dung construction. During construction of the podestraint/cycle overbridge, water quality dung construction. During construction of the existing bridge. Works within the canal could impact fish and native while-clawed crayfish which will have to be taken from the water in advance of the works. Demoliton works could also disturb and displace faunta. Badger and their sets could be disturbed during construction leading to set abadhorment. Demoliton of Old Mill Lame buildings may impact bats but further studies would be required to determine potential inpacts on bats. Loss of woodand habitat is anticipated.	This option is hydrologically connected to European Sites downstream in the Tolka Estuary and Dublin Bay through both the Royal Canal and Tolka River. There is no risk of Likely Significant Effects to these Sites or any other European site. There is potential for construction and operational stage impacts to Royal Canal JANA artising from noise and artificial ighting. During construction of the podestrian/cycle overhofdg, water quality in the canal could be impacted during the devatering required for the nealignment of the canal addition to the demolition of the existing bridge. Works within the canal could impact fish and naive white-cawed crayfash which will have to be state from the water advance of the works. Demoliton works could also distuo and displace faum. Works along the north side of River Road Nave the potential impact negatively on water quality in the Tolka River and European sites downstream. Extensive tological connectivity and distud-builing and retering habitat aforg the advalute topotentic cological connectivity and distud-builing and retering habitats for fauna therefore negatively impacting biodiversity within the river corridor. Disturbance and displacement of than amy coccur where evelation is removed buil further studies would be required to determine potential impacts.	
3					Some comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	
	Environment	3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take)	Direct impact on former demesne landscape associated with Ashbrook, a protected structure (RPS No. 941). Potential for direct impact on the Royal Canal (RPS No. 944a). Potential to encounter or achaeological deposits that may survive in undeveloped areas.	Indirect impacts on mill and outbuildings (RPS 691). Potential indirect impacts on Longford Bridge (RPS No. 693 FCC, 907 DCC), Royal Canal (RPS No. 944a) and the Royal Canal 10th Lock (RPS No. 944b). Direct impact on demesne of Ashton House (RPS 0690). Potential to encounter archaeological deposits that may survive in undeveloped areas and path of former road way.	Potential for indirect impacts to Longford Bridge (RPS No. 693 FCC, 907 DCC), the Royal Canal (RPS No. 944a). Potential to encounter archaeological deposits that may survive within undeveloped areas.	
					. Significant comparative disadvantage over other options	Significant comparative advantage over other options	- Significant comparative disadvantage over other options	
		3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Works north of river road are within or immediately adjacent to floodplain of the River Tolka creating potential increase in flood risk to neighbouring lands. Construction works for this option are adjacent to the River TolkaRoyal Canal and has the potential for minor impacts on River Tolka are greater over other options. This option however, removes vehicular traffic borne pollutants by removing traffic at the Royal Canal. Options 4+4b and 11 have significant comparative disadvantage over other options.	Underpass excavations pose potential risk to groundwater quality and residual flood risk. This option also has some minor potential impacts on surface water from the construction of the petertrain <i>c</i> yoils eventinge. Has some comparative disadvantage over other options.	Works north of river road are within or immediately adjacent to floodplain of the River Tolka creating potential increase in flood risk to neighbouring lands. Construction works for this option are adjacent to the River TolkarRoyal Canal and thas the potential forminor impact on surface water quality during construction of the overhridge. Potential impacts on River Tolka are greater over other options. This option however, removes vehicular tarffic borne pollutants by removing traffic at the Royal Canal. Options 4+4b and 11 have significant comparative disadvantage over other options.	

					DART+ WEST - MCA Stage 2			
					Ashtown Level Crossing Assessme	nt		
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)		
					Read link between Naxon Rahway Station and the Road network immediately north of Abstroim Village incorporating a bridge even the naliway and canal and a pedestrian cycle bridge over the station in Ashtrown. This option would ental in-caulting through road traffic away from Ashtrown liags. The option can accommodate a core section of a 5 Km and and a pedestrian cycle togaths on both sides and 2.5m two-way cycle track on the eastern side. An at-grade turning head and dra-pdf will be provided to the south of Ashtrown Station. The length of the option is approximately 300m each side of the rail line and canal. The option would frase to an approximately 300m each side of the rail line and canal. The option would rate to an approximately a the option of the section of Ashtrown Station. The length of the option is approximately 300m each side of the rail line and canal. The option would rate to an approximately a the option of the section of Ashtrown Station. The length of the option is approximately 300m each side of the rail line and canal. The option would rate to an approximate level as the adjacent ralway. This option would require some property acquisition and modifications to existing accesses. It would pass through the grounds of the istat Ashtron house. The option will provide for a set down, maintenance and emergency vehicular access to the station. It is proposed that pedestrian, cyclists and disabled users would be accommodated by the construction of a new pedestrian (cyclist and disabled users would be accommodated by the will require reconstruction of the tran station. This will require reconstruction of the tran station.	Road with cycleway under Railway and Canal West of the Mill and linking to Mill Lane at each end: This option would entail re-coulting Astrown Road along its did alignment (pre railway) along a section of Italiana, diverting introduced in the link of the protected mill and passing under both the accommodate a cross section of a 5.5m carriageway with 1.5m rabiting strips to the West and 3.35m cycleway to the east. An strips the timing head and cycle vioud be provided to the south of Astrown Station and a set down area north of the canal. An at-grade turning head and circle. While the provided to the south of Astrown Station and a set down area north of the canal. An at-grade turning head and circle. The the south of Astrown Station. The length of the topion is approximately (55m on the northen alide and 30m south of the rail line. The option would rise to an approximate line of C5.5m OD Mellin Head come the railway which is at a lareed of 5.6m. A hait through bridge form of construction would be provided to the adjacent Ratosth Road Bridge. A new mini roundabout is proposed at the junction of MIL Lane and Ashtown Road south of the rail line. The option twould rise to an approximate line of C5.5m OD Mellin Head come the adjacent Ratosth Road Bridge. A new mini roundabout is proposed at the junction of MIL Lane and Ashtown Road south of the railway to accommodate train is a the adjacent of the canad south of the railway to accommodate train the access road to be house. It is an articulate the required similar to a new pedestrian / cycle bridge iom the house. It is an adjacent rain station. This option crosses through the estation the south of the existing train station. This option crosses through the estation the south and thread way would be awaled along the extent passing through the estation. This option crosses through the estation the property acquisition.		
					Some comparative advantage over other options	Some comparative advantage over other options		
		3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	This option is hydrologically connected to European Sites downstream in the Tolka Estuary and Dubin Bay. There is no risk of Likely Significant Effects to these sites or any other European Site. There is potential for impacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality during construction. During onstruction of the podestrian/cycle overhidge, water quality during construction. During the deviating in quarter for the resident quality during construction of the solid probability of the transformer of the canal is addition to the deminition of the autificial lighting to the transformer of the canal of the works. Deministen works con- mich will have to batter it from the water in advance of the works. Deministion works could construction leading to estimate and the solid to the solid during and construction leading to estimate. The and there are down and the solid to are building any model but further studies would be regulated to determine pointial impacts on bats. Loss of woodland, scrub and grassiand habitat is anticipated.	This option is hydrologically connected to European Sites downstream in the Tolka Estuary and Dubin Bay. There is no ats of Lieky Significant Effects to this or any other European site. There is potential for unpacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality during construction. During construction of the pedestrian/cycle overbridge, water quality in the canal could be impacted during the dwartering required for the realignment of the canal in addition to the demolition of the estable to the site in the realized in addition and native which evalues and the site of the site in the real water in addition of the works. Demolition works could also called as does does not make what in additions of the buildings may impact bats but further studies words be required to determine potential impacts on bats. Loss of woodland and grassland habitat is anticipated.		
3					Significant comparative disadvantage over other options	Significant comparative disadvantage over other options		
	Environment	3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take)	Direct impacts on entrance and demesne associated with Ashton House and indirect impact on setting of Ashton House (RPS No. 0590). Indirect impacts on mill and outbuildings (PES No. 591) and Peletstown House (Brytunet ad Architectural merit). Potential indirect impacts on Royal Canal (RPS No. 944a) and the Royal Canal 10th. Lock (RPS No. 944b). Potential to encounter anchaeological deposits that may survive in undeveloped areas and path of former road way.	Direct impacts on entrance and demesne associated with Ashton House (RPS 0690). Indirect impacts on mill and outbuildings (RPS 661) and Pelletistown House (structure of architectural merit). Potential indirect impacts on Royal Canal (RPS No. 944a) and the Royal Canal 10th Lock (RPS No. 944b). Potential to encounter architectogical deposits that may survive in undeveloped areas and path of former road way.		
					Significant comparative advantage over other options	. Significant comparative advantage over other options		
		3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	This option has the potential to impact on water quality of the Royal Canal during the construction phase of the road and the pedestrian / cyclist overbridge. Has some comparative advantage over other options.	This option has the potential to impact on water quality of the Royal Canal during the construction phase of the road and the pedestrian / cyclist overbridge. Has some comparative advantage over other options.		



				DART+ WEST - MCA Stage 2			
				Ashtown Level Crossing Assessn	nent		
Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	
		Roadbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as far as Ashtown, Pedestrian and cycle overbridge at Ashtown. This option is located approximately (inn to the west of the existing lavel crossing at Ashtown: at the grade there is scope to construct an ever call in kover the carall and analysis (bit in Kiver Road). This could either descend to link in Kiver Road or be designed to pass over it to cross the ashtown. In both callstate an owned call ink over the carall and marks to link Kiver Road. This could either descend to link in Kiver Road or be designed to pass over it to cross the ashtown. In both cases this rogino would involve some existing transition and lange and acquisition. The option can accommodate a cross section of a 6 Sm caraigeway with 2m be in the form of a min conductour. New road and which is the section and lange a lowed of approximately 3M and the some the case and requiring the removal of the associated boundary testimetri – while. Reset, Push. The road would be at a similar level as the existing junction Phoenix Park crossing the rail at a level of approximately 5M and O Main Head before descending to level to descend of a paproximately 5M and O Main Head before descending route. Includes the demolition of the existing calles tayed to follow a meandering route. It includes the demolition of the existing calles tayed to follow at the level of the existing station floothridge to provide space for a proposed pedestrian cycle overbridge. The existing level over the rainway at 50,00m. The ramps on either ade of the bridge will not ease pedestrian access and rails for pushing cycle on if required.	Read and cycleway bridge under Railway and Canal West of the Mill and linking to Mil Lane at each end. This option would entail re-rousing Ashtown Road along its old alignment (pre railway) along a section of Mill Lane, diverting through commercial lands to the west of the protected mill and passing under both the railway and the Rogal Canal to is into Mill Lane not of the trailway. The option is proposed to accommediate a cross section of a 5km cantageway with 1.5m rubing top provided to the south of Ashtown Station and a set down area north of the canal. The length of the option is approximately 150m on the northem side and 300m south of the rail link. The option is proproximately with a family set of the canal and the crossing point. It is proposed to construct a predesting coyce hard the rain station. The bridge will call the construction of a new production, cycle bridge at the rain station. The bridge will call a the construction of a new podestrim. / cycle bridge nor the lotthridge of the existing train station. The will regular exonstruin / cycle bridge nor the lotthridge of the existing train station. The set all the same approximate law a data adapted users would be accommodated by the construction of a new pedestrim. / cycle bridge nor the lotthridge of the existing train station. This will require exonstruction of the adapted ration station. This will require exonstruction of the adapted ration station. This will explore exonstruction of the adapted ration station. This will explore exonstruction of the adapted ration adapted state and administration and and modifications to existing accesses.	This option includes the provision of a new pedestrian and cycle overbridge at the location of the train station and local read improvements. The bridge would provide for disable and more the station distance in the state of the naiver. This option requires reconstruction and reconfiguration of the train station under the footprint of the properties of bridge would be train station under the footprint of the properties of bridge would be state and the canal water level is approximately 30.0m. The varing sustained on the propeet oblige to the state water level at approximately 30.0m. The properties discont on the properties of bridge one the majore would not exceed 5% granted and landing an expression all on one trives. Separate pedestrian statis are proposed to be provided with this option also to provide for direct pedestima nocess and rails for purphing bridge out the major the analy statuture, and the canal toridge. This approximately 42 movies the state of the state of the state of the properties of the properties of the provided with this option also to provide for direct pedestima statis are proposed to be provided by the high or not the state of the required. Constraints on a bridge constraint for the state of the state state of the properties of the state of the property. It would be necessary to provide public lighting along the podestima ways is also proposed to along out and also the provement with include the implementation of signal control on the purcein of Risea more more with include the implementation of signal control on the process of the state of the Road and the Read and the Rea			
				Some comparative disadvantage over other options	Significant comparative disadvantage over other options	- Significant comparative advantage over other options	
	3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	The agricultural impact will have a slight impact on Ashtown Stables. The non- agricultural impact will have a significant impact on one residential property. The remaining residential and commercial property impacts will be slight. The removal of vehicular access over the railway a Ashtown will have a slight to moderate indirect impact on businesses on either side of the railway.	The agricultural impact will have a slight impact on Ashtown Stables. The non-agricultural impact will include a profound impact on one commercial (Burke Bros Ltd.) property and significant impacts on one commercial property (Gowans) and development property. The remaining residential, commercial and amenity property impacts will be slight.	The agricultural and non-agricultural property impacts will have slight property impacts associated with upgrade of local road network including River road from Dunsink Lane to Rathoath Road. The removal of vehicular access on the railway at Ashtown will have a slight to moderate indirect impact on businesses on either side of the railway.	
				. Some comparative disadvantage over other options	. Some comparative disadvantage over other options	. Some comparative advantage over other options	
Environment	3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Soil or topsoil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Overbridge alignment causes fill import requirements (Minor negative), Comparatively higher amount of open grassed gardens to be stripped of topsoil however sideslopes could be resolled. Option 49 limited to existing toportint (minimal impact) however difficulties in interaction with existing platform structures. Survey / investigation required to manage geotechnical risks.	Underbridge option means that some materials may arise, which could possibly be suitable for reuse eleventers on the project (Minor positive). Some made ground on safe (requires walkover survey / investigation) however this is where ground has lareday been asseld over so loss of toposil is comparatively lower. Associated impact of interfering with the canal and existing railway, which may require specific materials be inported. Investores of the statistical rest to design and construction which would require further studies and design information. Minor impact for pedestrain overhridge as this has difficulties in interaction with existing platform structures. Survey / investigation required to manage geotechnical risks.	Road network improvements on-line mainly within existing footprint with minimal/our fill import requirements (minimal impact). This exoids stripping topsol in the majority and would provide more effective used materials to mainina and improve existing road corridors rather than requiring bulk earthworks haulage (comparative advantage over other options). Minor impact for pedestrian overheidge as this has difficulties in interaction with existing platform structures. Survey / investigation required to manage geotechnical risks.	
				Comparable to other options	Comparable to other options	Comparable to other options	
		Radiation and Stray Current	Overall likely impact on existing sources of				



					DART+ WEST - MCA Stage 2			
					Ashtown Level Crossing Assessme	nt		
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)		
					Read link between Navan Parkway Station and the Road network immediately north of Ashtonn Village incorporating a bridge over the railway and canal and a podestina regime into the second sec	Road with cycleway under Railway and Canal West of the Mill and linking to Mill Lane at each end: This option would entail re-couling Astrown Road along its old alignment (see railway) along a section of linkane, diverting through commercial links to be west of the protected mill and beasing under both the railway and the Royal Canal to the intro Mill Lane north of the railway. The option is proportionating the Royal Canal to the intro Mill Lane and the the protected mill and beasing under both the railway and the Royal Canal to the intro Mill Lane north of the railway. The option is proportionating head and circle Voucid be provided to the south of Astrown Opcleway to the east. An at-protein timp head and circle Voucid be provided to the south of Astrown An at-grade turning head and circle-off will be provided to the south of Astrown Station. The length of the option is approximatively from on the northen alide and 300m and/or the railway their is a rail line. The option would rise to an approach of the interview of the railway which is a rail line of the 5.6m. A half through bridge form of construction would be accommodate to the railway which is a rail line of the S.6m. A half through bridge form of construction would be accommodate to the entity the accommodate traffic interactions.  It is proposed that podestrian , cyclistia and disabled states would be accommodated by the construction of a new pedestrian / cycle bridge to the house. It is antificated the proposed at the earling train station.  This option crosses through the estate. The proposal is to in the exelling the wildle align the extent particular the adverse madewy would be wildle align the earlier particular the proposal of the testing the instant. This will require a model to be constructed over the balance of the proposal of the initia to the adverse madewy would be wildle align the estent particular the proposal of the testing train station.  This option crosses through the estent The proposal is to in the exeling tromabust. Immediately prot		
						This option would require some property acquisition.		
					Some comparative advantage over other options	Significant comparative disadvantage over other options		
		3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	The non-agricultural impact will have a moderate impact on Ashtown House lands and one development property. The indirect impacts on amenity property will be slight. The removal of vehicular access over the railway at Ashtown will have a slight to moderate indirect impact on businesses on either side of the railway.	The agricultural impact will have a slight impact on Ashtown Stables. The non-agricultural impact will include a profound impact on one commercial (Burke Bros Ltd.) property and significant impacts on one commercial property (Gowans) and one development property. It will also include a moderate impact on Ashtown House lands. The remaining residential, commercial and amenity property impacts will be slight.		
					. Some comparative disadvantage over other options	 Some comparative disadvantage over other options		
En	Environment	3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Soil or topsoil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Road overbridge alignment has fill import requirements (minor negative impact). Comparatively higher amount of open grassed lands to be stripped of topsoil however some sidedspees could be resclided. Some made ground present on-site (requires investigation). Minimal impact for pedestrian/station overbridge but his has difficulties in interaction with existing platform structures. Survey / investigation required to manage geotechnical risks.	Road overbridge alignment has fill import requirements (minor negative impact). Some made ground on-site to south side (requires walkover survey / investigation) however this is partly where ground has already been seade over so loss of topolis la kover. Area comparatively increased on the north side leading to loss of topoli. Minimal impact for pedestrian/station overbridge but his has difficulties in interaction with existing platform structures. Survey / investigation required to manage geotechnical risks.		
					Comparable to other options	Comparable to other options		
		3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	It is assumed that the routing of the cabling, the location of existing substations, hubs etc. along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, hubs etc. along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.		



					DART+ WEST - MCA Stage 2			
	-				Ashtown Level Crossing Assessn	nent		
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	
					Readbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as far as Ashtown, Pedestrian and cycle overbridge at Ashtown. This option is located approximately (inn to the west of the existing lavel crossing at Ashtown: This option there is scope to construct an ever cost link over the carall and analysis bit in Kover Road. This could either descend to the into River Road or be designed to pass over it to cross the ashtown. Is bot cares this option would involve the caradian and analysis bit in Kover Road. This could either descend to the into River Road or be designed to pass over it to cross the ashtown. Is bot cares this option vould involve some evaluation and targets bit in Kover Road. Ashtown, is bot cares this option vould involve some evaluation and targets bit in Kover Road. Ashtown, is bot and care this option vould involve some evaluation that the cares, a short sport output on a commodate a cross section of a 5.5m cartageway with 2m to be in the form of antimic numberous Review Cover and and acquisition. The option can accommodate a cross section of a 5.5m cartageway with 2m ob is in the form of antimic numberous Review Cover and the care and requiring the removal of the associated boundary treatment—valis, treas, brush. The road would be at a similar level as the existing junction Phoenix Park crossing the rail at level of approximately 6% ow 300m 1 germited to bislow a meandering route. Includes the demolition of the existing calest steps coloriding at the level crossing and the existing station tochtridge to provide space for a proposed pedestrain cycle overbridge. The acceed 5% syndreds is approximately 42.1 m OD Malin Head, and the care al 30.3m with the bridge level over the railway at 50.00m. The ramps on either aide of the bridge will nou ease pedestrian access and rails to pushing cycle on frequired.	Road and cycleway bridge under Railway and Canal West of the Mill and linking to Mil Lane at each end: This cyclon would entail re-rousing Ashtown Road along its old alignment (pre railway) along a section of Mill Lane, diverting finough commercial lands to the west of the protected mill and passing under both the railway and the Royal Canal to be into Mill Lane noth of the railway. The cyclon is proposite it accommodate a cross section of a 5km cantageway with .5m tubber provided to the south of Ashtown Station and a set down area north of the canal. The length of the cyclic is approximately 150m on the northem side and 300m south of the rail link. The length of the cyclic is approximately 150m on the northem side and 300m south of the rail link. It is proposed to construct a poletimum cyclic barly as the trans tastion. The bridge will cater for disabled and model and momentary that the crossing point. It is proposed to construct a poletimum cyclic bridge at the ant sation. The bridge will cater for disabled and mobility impaired users. The option will provide for a set down, maintenance and emergency vehicular access to the station. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new pedestrian. Cyclis king and the satistion. This will require inconstruint of the dispater than station. This will require inconstruction of the ans tastion. This will require inconstruction of the anal and the canal is at the same approximate levid as the dispater tailway. The displate to cross the access the biochridge of the displate to access exist property acquisition and modifications to existing accesses.	This option includes the provision of a new pedestrian and cycle overbridge at the location of the train station and local read improvements. The bridge incided provide for disability and more the station distance in the state of the state of the state of the state of the state of an advection of the state of malway. This option requires reconstruction and reconfiguration of the train station under the footprint of the properties doubled on the propeet double to the state of the state of approximable 30.50m. The walking sustained on the propeet double to the state of the state of approximable 30.50m. The propeet granting on the properties of the state of the state of approximable 30.50m. The propeet granting on the propeet distance of the propeet approximable 30.50m. The propeet grantine and longing the propeet all time certains approximable 30.50m. The propeet grantine and longing the propeet all time certains approximable 30.50m. The propeet distance of the propeet double in the state of approximable 30.50m. The propeet distance and longing the propeet all time certains approximable 30.50m. The propeet distance and longing the propeet distance and the state propeet distance and longing the propeet distance approximation and bridge construction of a 20.50m. The propeet all time the approximation and the propeet time and longing the propeet all the state approximation and the state of Astron and localised improvements to the east. Where this is adjuster to Asthon house is proposed to an the propeet time and longing the norther housed to function apple stations and the propeet the round be not approved explicit lighting along the protection state. The propeet distance and the carry of the main state of langest the implementation of signal control on the junction of River Road and the Rauant Road.	
					Some comparative disadvantage over other options	Some comparative advantage over other options	- Some comparative disadvantage over other options	
		4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 2 5km (1 4 x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users. The stables represent a significant memory for vulnerable persons. This option is likely to result in some impact on the stables during construction.	Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 572m (1.1x diversion route). The stables represent a significant amenity for vulnerable persons. This option is likely to result in some impact on the stables during construction.	Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 4.7km (10 x diversion route). The stables represent a significant amenity for vulnerable persons. This option is likely to result in some impact on the stables during construction.	
					Comparable to other options	Comparable to other options	Comparable to other options	
4	Accessibility & Social inclusion	4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	
					Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
		4.3	Social Inclusion	Service levels impacts including severance of community groups; Severance from community facilities consequent on an option.	Diverted distance route 798m (1.6x diversion route) but existing vehicular route severed. Community facilities affected by reduced access include Shopping facilities, Giraffe Childcare, Palelistown Educate Together National School - North of the railway and Halfway House, Ashtown Post Oddice SI Dominics College, Meaghers Pharmacy, Ashtown Stables, Daughters of Charty - south of the railway.	This option does not cause community severance. This option does not curtail access to community arenitites Diverted distance route is 572m (1.1x diversion route). This option impacts the southern extremity of Ashtown Stables only	Diverted distance for vehicular traffic 4.3km (10 x diversion route), proposed pedestrian / cycle bridge maintains local non-vehicular access. Community facilities affected by reduced access include Shopping facilities, Giraffe Childcare, Pelletstown Educate Together National School + North d the railway and Halfway House, Ashtown Post Oddice St Dominics College, Meaghers Pharmacy, Ashtown Stables, Daughters of Charity - south of the railway.	



					DART+ WEST - MCA Stage 2			
	-				Ashtown Level Crossing Assessme	nt		
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)		
					Road link between Navan Parkway Station and the Road network immediately north of Ashtoen Willage incorporating a bridge over the railway and canal and a pedestrian cycle bridge over the station in Ashtown. This option wold entail re-round through road traffic away from Ashtown lights. The option can accommodate a core section of a S. Am arginese with Mar toopaths on both sides and 2.5m two-way cycle track on the eastern side. An arginese with Mar toopaths on both sides and 2.5m two-way cycle track on the eastern side. An arginese with Mar toopaths on both sides and 2.5m two-way cycle track on the eastern side. An argine turning head and dro-pol will be provided to the south of Ashtown Station. The length of the option is approximately 300m each side of the rail line and canal. The option woosings to an approximately 300m each side of the rail line and canal. The option woosings to an approximately and the side of the rail line and canal. The option woosings to an approximately and the side of the rail line and canal. The option woosings to an approximate feed last a degineer talway. This option would require some property acquisition and modifications to existing accesse. It would pass through the grounds of the listed Asthon House. The option will provide for a set down, maintenance and emergency vehicular access to the station. It is noposed that pedestrins, cyclists and disabled users would be accommodated by the construction of a new predestrins, cyclists and disable users would be accommodated by the will require reconstruction of the train station. This will require reconstruction of the train station.	Road with cycleway under Railway and Craal West of the Mill and linking to Mill Lane at each each of This point, woods entell is recomply obtained to the sing its section of the single section of the single woods entell is the single section of the single section of the single section of an experiment of the single section of a 5.5m carriageway with 1.5m rabing steps to the Vestion is proposed to the single section of a 6.5m carriageway with 1.5m rabing steps to the Vestion are proposed to the single section of a 6.5m carriageway with 1.5m rabing steps to the Vesti and a 3.85m cycleway to the east. An at strate turing head and cycle Visual be provided to the south of Ashtown Station and a set down arean entry of the canal. An at strate turning head and drop-off will be provided to the south of Ashtown Station. The length of the point is approximately 55m on the northern side and 30m south of the railing. The option would rise to an approximate level of 25.5m CD Malin Head over the railway which is at a like of d 6.5m. A hail through bridge form of construction would be required similar to the adjacent Ratcash Road Bridge. A new mini roundabout is proposed at the junction of MI Lane and Ashtown Roads outh of the railway to accommode traffic threat stations. This proposed that pedestrians, cyclists and disabed users would be accommodated by the construction or constructed over the access ratio the house. It is antificated the proposed at the lequire the station. This soption crosses through the grounds of Ashton House and will require an additional bridge low would along the extent passing through the estating trans station. This soption crosses through the grounds of Ashton House and will require an additional bridge to be constructed over the access ratio to the house. It is an induction through well do be welled along the extent passing through the estation. The proposal is to live the walled along the extent passing through the estation accommodate the live for house. This content passi		
					Some comparative disadvantage over other options	This option would require some property acquisition.		
		4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 2.5km (1.4 x diversion route) steep gradents on north side of option will be a disadvantage to vulnerable road users. The stables represent a significant amenity for vulnerable persons. This option is likely to result in some impact on the stables during construction.	Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 572m (1.1x diversion route). The stables represent a significant amenity for vulnerable persons. This option is likely to result in a small degree of impact on the stables during construction.		
				Quantification of increased service levels to the vulnerable groups.	Comparable to other options	Comparable to other options		
4	Accessibility & Social inclusion	4.2	Stations Accessibility		Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station		
					- Some comparative disadvantage over other options	. Some comparative advantage over other options		
		4.3	Social Inclusion	Service levels impacts including severance of community groups; Severance from community facilities consequent on an option.	Diverted distance route 798m (1.6x diversion route) but existing vehicular route severed. Community facilities affected by reduced access include Shooping facilities. Giraffe Childcare, Pelletstown Educate Together National School - North of the railway and Halfway House, Asthtown Post Coluce SI Domnics College, Meagheer Pharmacy, Ashtown Stables, Daughters of Charity - south of the railway.	This option does not cause community severance. This option does not curtail access to community amenities Diverted distance route is 572m (1.1x diversion route). This option impacts the southern extremity of Ashtown Stables		



	DART+ WEST - MCA Stage 2														
					Ashtown Level Crossing Assessment										
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)								
					Roadbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as far as Ashtown, Pedestrian and cycle overbridge at Ashtown. This option separated junction on the Navae Road serving Phoenix Park Railway Slation. At the location there is scope to construct a new cradin link over the caral and naiva to link to River Road. This could either descend to link in River Road or be designed to plass over it to cross the ashtown. It hold inclustes an owned contends to the Mosel and Carabina and and the second and the second to link on River Road or the designed to plass over it to cross the ashtown. It hold uses this spoknow value involution and lange to link there care, a short spur would be provided to link to River Road which would need upgrade as far as a short spur would be provided to link to River Road which would need upgrade as far as a short spur would be provided to link to River Road which would need upgrade as far as a short spur would be provided to link. New Road which would need requires the to be in the form of a mini roundboar. New road would require upgrade to Ashtown with a new toopath constructed along the northern boundary of the road and requiring the remout of the associated boundary treatment - which stress, brush. The road extund by 65 mm OD Manin Head Ashtee desting the stress that a level of Approximately 56 mm OD Manin Head Ashtee desting the stress the level of the River Road at a level of Arm. The road on the northern side would be at a gradient of approximately 56 min OD Manin Head Ashtee dostoridge at the level crossing and the asistion toothordge to provide spaces for a proposed pedestrian royce overbridge. The best destinger the first asking at 2600. This ranges on either side of the bridge will not ease pedestrian access and ralls for pushing cycle on if required.	Read and cycleway bridge under Railway and Canal West of the Mill and linking to Mil Lane at each end: This option would entail re-routing Athrew Read along iis of a wigroment (pre railway) along a section of Mill Lane, diverting through commercial lands to be west of the protected mill and passing under both the railway and he Royal Canal to ta into Mill Lane roth of the railway. The section would be also the relevant of the section and the section of the protected mill the provided to the south of Ashtown Station and a set down area north of the canal. The length of the option is approximately 150m on the northern side and 300m south of the canal. The popon would not be also the carbon and a set down area north of the canal. The option would rop to an approximate level of 35.2 mO Main Head, under the rail line. The option would rop to an approximate level of 35.2 mO Main Head, under the rail which is an a level of 45.6 m at the crossing point. The option would rop to an approximate level of 35.2 mO Main Head, under the rail which. The site of the section of a set of the context and mobility impaired users. The option will provide for a set down, maintenance and emergency whicular access to the station. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new podestrian. Cyclis than de double locks on the canal and the canal is at the same approximate level at a dispater railway. The option will provide for a set down, maintenance and energency whicular access to the station. This flastelle to cross at this location, as it is upstream of the double locks on the canal and the canal is at the same approximate level at a dispater railway. The option will provide in the adjuster railway is a provide to the same approximate level at a dispater railway in the optime access set.	This option includes the provision of a new padestrian and cycle overbridge at the location of the train station and local read improvement. The krig's wold provide for disabled and mobility impaired users. The arrangement of the bridge wold utilise nested rampe parallel to and over the station platform sings to the aset before kriming perpendicular to the track to cross the railway. This option requires reconstruction and reconfiguration of the train station under the footprint of the propeed to the propeed to the state and the canal water level is approximately 30.5. The wahing subtraction on the propeed toding over the station player lists to a low perpendicular to the state of the rainway. The ramps on either side of the bridge would on exceed 5% grapher and language to the live rainway. The ramps on either side of the bridge would necees 5% grapher and language to the live rainway. The ramps on either side of direct padestrian statis are proposed to be provided with his option also to provide for direct padestrian caces and rains for pushing blocked could be installed. There in the state is state to the rest of Asthem and Localised improvements to the east. Where this is adjacent to Ashten House is sproposed to the provide with be noted and there shall be adjacent to the propeed row the prosting the rain state. Upgendes will be necessary to provide provide the provide rain of the rain way. Logrades will be necessary to provide provide rains to be adjacent to a Ashten House is sproposed to the propeed row the provide provide provide provide the state of adjacent the protected status of the propeer/r. It would be necessary to provide provide provide row the statement material and the adjacent on the propeer/r. It would be necessary to provide provide read area the materian Rain and the statement for coal and the Name Rain Caulity. These improvements will include the implementation of signal control on the junction of River Road and the Rateath Road.								
	Safety	5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	Comparable to other options Option removes the rail - road interface	Comparable to other options Option removes the rail - road interface	Comparable to other options								
													Comparable to other options	Comparable to other options	Comparable to other options
5		5.2	Vehicular Traffic Safety	ar Traffic ety Quality of Access for these road users, lengths of diversions, removal of interface with rail and other modes of transport	This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 2.5km (1.4 x diversion route)	This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 0.6km (1.1 x diversion route)	This option closes the level crossing - removes a significant hazard to drivers; This option will result in traffic diversions of up to 4.7km and some increased congestion on the local road network.								
				tian, and 9 Road of interfaces	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options								
		5.3	Pedestrian, Cyclist and Vulnerable Road		Diverted road distance route is 1.5km (3 x diversion route). With the incorporation of a pedestrian / cycle bridge in this option, any impact on pedestrians, cyclists and vulnerable road users is significantly reduced. Detour -400m.	Diverted road distance route is 572m (1.1x diversion route). With the incorporation of a pedestrian / cycle bridge in this option, any impact on pedestrians.cyclists and vulnerable road users is similarity regioner. There 40m	Diverted road distance route is 4.7km (10 x diversion route). This option removes the level crossing. It replaces pedestrian and cycle access with a pedestrian cycle bridge. Other vulnerable road users are diverted onto the existing road network.								
			user Safety		In addition to providing a pedestrian / cycle route at the station this option provided additional north south access for pedestrians and cyclists along the proposed roadway.	In addition to providing a pedestrian / cycle route at the station this option provided additional north south access for pedestrians and cyclists along the proposed roadway.	Diverted road users will be required to negotiate up to 6No additional junctions including traffic light junctions and roundbotts, typically turning left ravelling southbound, right if travelling northbound. This options does not provide for segregation on the diversion routes for vulnerable road users								



					DART+ WEST - MCA Stage 2		
					Ashtown Level Crossing Assessment		
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)	
					Read link between Navan Parkway Station and the Read network immediately north of Abitown Village incorporating a bridge over the railway and canal and a pedestrian cycle bridge over the station in Ashtown. This option wold entail re-routing through road traffic away from Astrown village. The option can accommodate a core section of a 5.5 mut and the section of the section of the station in Ashtown. This option wold entail re-routing through road traffic away from Astrown village. The option can accommodate a core section of a 5.5 mut and which is a at a level of 45.6 mO 0 which is a at a level of 45.6 mO 0 which is a at a level of 45.6 mO 0 which is a at a level of 45.6 mO 0 which is a at a level of 45.6 mO 0 which is a at a level of 45.6 mO 0 at the rindra school are proposed to maintain access for non-motificate us these would have cross section of 4.0 m. the fassible to cross at this location, so it is upstream of the outbe lock on the canal and the canal is at the same approximate level as the adjacent railway. This option would require some property acquisition and modifications to existing accesses. It would pass through the grounds of the Isted Ashton House. The option will provide for a set down, maintenance and emergency well-alar accommodated by the construction of a new pedestrin / cycle bridge on the lootsing of the existing train station. This will require reconstruction of the train station. This will require reconstruction of the train station.	Read with cycleway under Raliway and Canal West of the Mill and linking to Mill Lane at each end: This option would entail re-couting Anteware Road along its dot alignment (per malway) along a section of raliway and the Royal Canal to be into Mill Lane end to the raliway. The option is proposed to accommodate a cross section of a 6.5m carriageway with 1.5m rubbing strip to the West and a 3.55m cycleway to the east. An at-grade turning heat and drog-rol would be provided to the south of Ashtom Station and a set doon arean orth of the canal. An at-grade turning head and drog-off will be provided to the south of Ashtom Station. The length of the option is approximately 150m on the northern side and 30m south of the ralies. The option would rate to an approximately to 50m on the northern side and 30m south of the ralie line. The option would rate to an approximately 150m on the northern side and 30m south of the ralies of 6.6m. A half through hidge form of construction would be provided to the south of Ashtown Station. The length of the option is approximately 150m on the northern side and 30m south of the ralies of 6.6m. A half through hidge form of construction would be realized for the raliway with is at a level accommodate traffic interactions. It is proposed that predestrians, cycletis and disabed users would be accommodated by the construction of the train station. This option crosses through the provide of the toxing train station. This will require reconstructed over the access road to the house. It is anticipated the proposed ranking would be waited along the existing round bodies to accommodate the anil would be accommodated by the construction in an explored passing through the destato. The proposed analysis would be waited interacted over the access road to the house. It is anticipated the proposed ranking would be waited interactions of a kine to accommodate the link roads. This option crosses through the destato accommodate the link roads.	
	Safety	5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	Comparable to other options	Comparable to other options Option removes the rall - road interface	
			Vehicular Traffic Safety	Quality of Access for these road users, lengths of diversions, removal of interface with rail and other modes of transport	Comparable to other options	Comparable to other options	
5		5.2			This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 2.5km (1.4 x diversion route)	This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 0.6km (1.1 x diversion route)	
					- Some comparative advantage over other options	Some comparative advantage over other options	
		5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users. removal of interfaces	Diverted road distance route is 2.5km (3x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users. With the incorporation of a pedestrian / cycle bridge in this coption, any impact on pedestrians, cyclists and vulnerable road users is significantly reduced. Detour ~400m. In addition to providing a pedestrian / cycle route at the station this coption provided additional north south access for pedestrians and cyclists along the proposed roadway.	Diverted road distance route is 572m (1.1x diversion route). With the incorporation of a pedestrian / cycle bridge in this option, any impact on pedestrians, cyclistis and vulnerable road users is significantly reduced. Defour –400m. In addition to providing a pedestrian / cycle route at the station this option provided additional north south access for pedestrians and cyclists along the proposed roadway.	



					DART+ WEST - MCA Stage 2			
					Ashtown Level Crossing Assessment			
Parameter		Criteria		Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	
					Readbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as far as Ashtown, Pedestrian and cycle overbridge af Ashtown. This option is located approximately item to the west of the exsisting level crossing at Ashtown at the grade apprated punction on the Navan Road sensing Phone Rea Navany Salanc, Arth bucation of the sensitive and the sensitive sensitive sensitive sensitive sensitive sensitive sensitive the sensitive sensitive sensitive sensitive sensitive sensitive sensitive the sensitive sensitive sensitive sensitive sensitive sensitive ashtown. In both cases this topion would involve some whould rateful cases and acquisition. The option can accommodate a cross section of a 6.5m carriageway with 2m coptashs and 7.5m cycles tacks on both cases. Short term contection to River case is lasky new loopath constructed along the onchem backs. Short terms were used in the second term aspective sensitive sensitive sensitive sensitive sensitive reve loopath constructed along the onchem boundary of the road and requiring the removal of the second top constance of the second top constructed and the second terms River Road at alored 34 Xn. The trad on the onchem able would be at a sudent of approximately 56, owr 300m 1 permitted to tabios are lowed being and advecting route. Includes the demolition of the existing calest stayed forburding at the level crossing and the existing station footbridge to provide space for appropriate the restring and the existing station footbridge to provide space for appropriate the second site as 33.m with the bridge level care the railway at 50.00m. The ramps on either side of the bridge with case acceed 5% gradies. Beganera pedestration stars could be provide with this option as well ease pedestration access and fails for public gride on H required.	Road and cycleway bridge under Railway and Canal West of the MII and linking to MII Lane at each end: This option would entail re-routing Athrown Road along the old alignment (pre railway) along a section of MII Lane, diverting through commercial lands to the west of the protected multi and passing under both the railway and the Royal Canal to tie into MII Lane not not the railway. The option is proposed to accommodate a cross section of a 65m carringeway with 1.5m rubbing step to the west and a 3.5Gm cycleway to the east. An arg-goade turning head and disp-off would be provided to be south of Achromo Station and a section area noth of the canal. The length of the option is approximately 150m on the northern side and 300m south of the call with its and to be on any Achromotened Station 2000 Main Head, under the rail line. The length of the option is approximately 150m on the northern side and 300m south of the rail line. The length of the option is approximate level 35 25. 2000 Main Head, under the rail which is at a level of 45.6m at the crossing point. It is proposed to construct a pedestrian cycle bridge at the rain station. The bridge will cater for disabled and mobility impaired users. The option will provide for a set down, maintenance and emergency whicular access to the station. It is proposed that pedestrian / cycle bridge on the lootinge of the existing train station. This will require inconstruction of the than station. This disable to cross at this location, as it is upstream of the double lock on the canal and the canal is at the same approximate lev	This option includes the provision of a new pedestrian and cycle overbridge at the location of the train station and local read improvements. The bridge would provide for disabled and mobility impaired uses. The arrangement of the bridge would willian result amps parallel to and the state of the stat	
	Physical Activity	6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	Comparable to other options	Comparable to other options	Comparable to other options This option supports good linkage between existing and proposed cycle facilities The quality of access to the train station for pedestrians and cyclists is good in respect of this option.	
6				Journey Time and lengths of diversions for active modes and numbers affected. Analysis of the connectivity between level crossing and green areas/key attractions related to active mode	Comparable to other options	Comparable to other options	Comparable to other options	
		6.2	Permeability and local access opportunity		Cross Railway journey = nil as the proposed option is along the plan alignment of the existing Ashtown Road. Diversion for cyclists when level crossing closed 0.3km The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	Cross Railway journey = nil as the proposed option is along the plan alignment of the existing Ashtown Road. Diversion for cyclists when level crossing closed 0.3km The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	Cross Railway journey = nil as the proposed option is along the plan alignment of the existing Ashtown Road. Diversion for cyclists when level crossing closed is 0.3km. The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	
	Criteria		<u> </u>		Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	
1	1 Economy		у		Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	
2	2 Integration		on		Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options	
3	3 Environment		ent		Some comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	
4	4 Accessibility and social inclusion		cial inclusion		Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
5	5 Safety				Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
6 Physical Activity		tivity		Comparable to other options	Comparable to other options	Comparable to other options		
Preferred Option			otion		No	Yes	No	



					DART+ WEST - MCA Stage 2		
					Ashtown Level Crossing Assessment		
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)	
					Road link between Navan Parkway Station and the Road network immediately north of Astrom Village incorporating a bridge over the railway and canal and a pedestrian cycle bridge over the station in Asthom. This spicion voide mail in-storing information rade affica eavy translation in the storem in the storem of the storem of the storem of the theory and the storem of the stor	Road with cycleway under Railway and Canal West of the Nill and linking to Mill Lane at each end: This option would entail n-couling Ashtown Road along its dd aligyment (per railway) along a section of lill Lane, diverting through commercial lands to the west of the protected mill and passing under both the railway and the Royal Canal to te into Mil Lane north of the railway. The option is proposed to accommodate a cross section of a 56 m canageway with 15 m tablog stay to the West and a 35 m optieway to the east. An at-or and the canal to the canal to the south of Ashtown Station and a set down sense north of the canal. The length of the option is approximately 150m on the northern side and 300m south of the rail line. The option would read on approximately 052m on the northern side and 300m south of the rail line. The option would read on approximately 052m on the northern side and 300m south of the rail line. The option would read on approximately 050m on the northern side and 300m south of the railway to Bothom and the of 052m ON bhain Read over the maline to the adjacent Rotam Rotam Rotam and the proceed at the jurction of MIL Lane and Ashtown Road south of the railway to accommodate traffic interactions. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new podestrian / cyclists and disabled users would be accommodated by the construction of the access not on the house. It is anticother the station. This will require notantucted over the access not on the house. It is anticother the adverse mill and the weak of the walled along the access not on the house. It is anticother the adverse mill about the walled along the action process through the estation. The will require an demolisted to accommodate the link node would head we walled wallow adverse the to action the outer the anticother to access through weak of the walled along the action process through the estate. The proposal is to line house would need to be demolisted to	
	Physical Activity	6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	Comparable to other options This option supports good linkage between existing and proposed cycle facilities The quality of access to the train station for pedestrians and cyclists is good in respect of this option.	Comparable to other options This option supports good linkage between existing and proposed cycle facilities The quality of access to the train station for pedestrians and cyclists is good in respect of this option.	
6			Permeability and local access opportunity	Journey Time and lengths of diversions for active modes and numbers affected. Analysis of the connectivity between level crossing and green areas/key attractions related to active mode	Comparable to other options	Comparable to other options	
		6.2			Cross Railway journey – nil as the proposed option is along the plan alignment of the existing Ashtown Road. Diversion for cyclists when level crossing closed 0.4km The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	Cross Rallway journey – nil as the proposed option is along the plan alignment of the existing Ashtown Road. Diversion for cyclists when level crossing closed 0.3km The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	
					Option 12		
	Criteria				(Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station)	
1	Economy				Some comparative disadvantage over other options	Some comparative disadvantage over other options	
2	Integration				Significant comparative disadvantage over other options	Significant comparative advantage over other options	
3	Environment				Some comparative disadvantage over other options	Significant comparative disadvantage over other options	
4	Accessibility and social inclusion				Some comparative disadvantage over other options	Some comparative advantage over other options	
5	Safety				Some comparative advantage over other options	Some comparative advantage over other options	
6	Physical Activity				Comparable to other options	Comparable to other options	
L	Preferred Option				No	No	